

SENATE RECORD VOTE ANALYSIS

104th Congress
1st Session

Vote No. 279

June 21, 1995, 8:46 p.m.
Page S-8788 Temp. Record

NATIONAL HIGHWAY SYSTEM/Passenger Open Alcohol Container Ban

SUBJECT: National Highway System Designation Act of 1995 . . . S. 440. Dole motion to table the Dole motion to reconsider the vote on the Dorgan amendment No. 1445.

ACTION: MOTION TO TABLE MOTION TO RECONSIDER REJECTED, 51-41

SYNOPSIS: As amended and passed, S. 440, the National Highway System Designation Act of 1995, will designate the National Highway System in accordance with the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Failure to enact the bill by September 30, 1995, will result in all States losing their National Highway System (NHS) and Interstate Maintenance fundings. Details include the following:

- the Secretary of Transportation will be permitted to add or delete routes to the NHS, though the total mileage of the NHS will not be allowed to exceed 165,000 miles;
- States will be allowed to pay the costs associated with bond financing with Federal-aid highway funds;
- the amount of money each State receives under the Congestion Mitigation and Air Quality program will stay at its fiscal year 1995 level;
- the penalty for not mixing scrap tire rubber into asphalt will be repealed;
- the Federal share for toll facilities will not exceed 80 percent (currently, the maximum ranges between 50 percent and 80 percent);
- States will be allowed to use private sector donations to pay for their share of the costs of Federal-aid transportation projects;
- States will not be required to post metric traffic control signs;
- States will not be required to implement the six management systems required in ISTEA;
- \$17.5 million in contract authority for FY 1996 and \$80 million in contract authority for FY 1997 will be provided to rehabilitate the Woodrow Wilson Bridge, which crosses the Potomac River between Maryland and Virginia, and to plan, design, and acquire the rights-of-way for a new bridge or tunnel or bridge and tunnel crossing of the Potomac River;
- States will no longer be punished for setting maximum speed limits in excess of 55 miles per hour (MPH) for cars, though the

(See other side)

YEAS (51)			NAYS (41)			NOT VOTING (8)	
Republicans (42 or 81%)		Democrats (9 or 23%)	Republicans (10 or 19%)		Democrats (31 or 78%)	Republicans (2)	Democrats (6)
Abraham	Inhofe	Baucus	Chafee	Akaka	Kennedy	Cohen ⁻²	Biden ⁻²
Ashcroft	Jeffords	Bingaman	D'Amato	Boxer	Kerrey	Shelby ⁻²	Breaux ⁻²
Bennett	Kassebaum	Bryan	DeWine	Bradley	Kerry		Feinstein ⁻²
Bond	Kempthorne	Feingold	Hatch	Bumpers	Lautenberg		Hollings ⁻²
Brown	Kyl	Graham	Hatfield	Byrd	Leahy		Pryor ⁻²
Burns	Lott	Johnston	Helms	Conrad	Levin		Simon ⁻²
Campbell	Lugar	Kohl	McConnell	Daschle	Lieberman		
Coats	Mack	Nunn	Simpson	Dodd	Mikulski		
Cochran	McCain	Robb	Stevens	Dorgan	Moseley-Braun		
Coverdell	Murkowski		Thurmond	Exon	Moynihan		
Craig	Nickles			Ford	Murray		
Dole	Packwood			Glenn	Pell		
Domenici	Pressler			Harkin	Reid		
Faircloth	Roth			Heflin	Rockefeller		
Frist	Santorum			Inouye	Sarbanes		
Gorton	Smith				Wellstone		
Gramm	Snowe						
Grams	Specter						
Grassley	Thomas						
Gregg	Thompson						
Hutchison	Warner						

EXPLANATION OF ABSENCE:

- 1—Official Business
- 2—Necessarily Absent
- 3—Illness
- 4—Other

SYMBOLS:

- AY—Announced Yea
- AN—Announced Nay
- PY—Paired Yea
- PN—Paired Nay

limit will remain in effect for trucks (see vote No. 269; for related debate see vote No. 270);

- Federal funds will no longer be spent on unauthorized highway demonstration projects, except for such projects that are already underway (see vote No. 272);

- the penalties imposed on States that do not have mandatory motorcycle helmet laws will be repealed (see vote No. 274; for related debate, see vote Nos. 271 and 275);

- States will be permitted to use Federal highway funds for intercity rail (Amtrak) expenditures (see vote No. 276);

- a percentage of Federal highway funds will be withheld from any State that does not provide that anyone under the age of 21 with a blood alcohol level of .02 or more who is operating a motor vehicle is legally intoxicated or under the influence of alcohol (see vote No. 277);

- it is the sense of the Senate that passing this bill does not assume either the continuation or the elimination of the current Federal-State highway funding system, nor does it preclude a re-evaluation of that system;

- the Environmental Protection Agency will not be permitted to require adoption or implementation by a State of a test-only or I/M240 enhanced vehicle inspection and maintenance program for 1 year after the date of enactment of this Act; and

- States will not have to convert their internal working documents on highways to the metric system until 2000.

The Dorgan amendment would transfer 1.5 percent of a State's Federal highway funds for fiscal year 1999 and 3 percent for each fiscal year thereafter to its highway safety program if it did not have in effect at the start of the fiscal year a law prohibiting open alcoholic beverage containers in any vehicles on any public roads or rights-of-way. However, States would be permitted to allow passengers (though not drivers) in chartered passenger vehicles that have more than 10 passengers to have open alcoholic beverage containers.

The Senate agreed to table the Dorgan amendment (see vote No. 278). Senator Dole then moved to reconsider the vote and to table the motion to reconsider. Ordinarily, such motions are pro forma; in this case, Senator Dorgan asked for a rollcall vote on the motion to table.

NOTE: Subsequent to the vote, the bill, as amended, was adopted by voice vote.

No debate occurred on the motion to reconsider. For related debate, see vote No. 278.